

What is claimed is:

1. A personal watercraft comprising an engine and a jet propeller driven by said engine which are disposed in a hull, a jet nozzle for ejecting jet water which is disposed on a rear side of said jet propeller, an annular trim ring mounted onto a rear portion of said jet nozzle with left and right support shafts so as to be vertically swingable, and a steering nozzle mounted onto said trim ring with upper and lower support shafts so as to be swingable in left-right directions, whereby said steering nozzle is mounted onto said jet nozzle so as to be swingable vertically and in the left-right directions, wherein said upper and lower support shafts are upper and lower bolts, and said upper and lower bolts are mounted such that heads thereof are directed toward said jet nozzle, and a length of each of said upper and lower bolts is set so that said upper and lower bolts remain fastened to said steering nozzle when said heads of said upper and lower bolts come into contact with said jet nozzle.

2. The watercraft of claim 1, wherein the length of the upper bolt is greater than a gap between the trim ring

and an adjacent surface of the jet nozzle.

3. The watercraft of claim 1, wherein the length of the upper bolt is greater than the length of the lower bolt.

4. The watercraft of claim 1, further comprising a nut fastened onto an end of the upper bolt opposite to the head, wherein upon loosening of the nut the head of said upper bolt comes into contact with said jet nozzle

5. The watercraft of claim 1, wherein said jet nozzle defines a recessed portion, said trim ring defines a through-hole, and a positioning pin is insertable into said through-hole and said recessed portion, whereby an axis of said steering nozzle is made to coincide with an axis of said jet nozzle.

6. The watercraft of claim 5, wherein the insertion nozzle defines an insertion groove through which the positioning pin extends.

7. The watercraft of claim 1, further comprising an operating cable for swinging said steering nozzle vertically, and a connection portion of said operating

cable is detachably retained on said upper support shaft on said trim ring.

8. The watercraft of claim 7, further comprising a joint means for adjusting a length of said operating cable.

9. A personal watercraft comprising an engine and a jet propeller driven by said engine which are disposed in a hull, a jet nozzle for ejecting jet water which is disposed on a rear side of said jet propeller, an annular trim ring mounted onto a rear portion of said jet nozzle with left and right support shafts so as to be vertically swingable, and a steering nozzle mounted onto said trim ring with upper and lower support shafts so as to be swingable in left-right directions, whereby said steering nozzle is mounted onto said jet nozzle so as to be swingable vertically and in the left-right directions, wherein said jet nozzle defines a recessed portion, said trim ring defines a through-hole, and a positioning pin is insertable into said through-hole and said recessed portion, whereby an axis of said steering nozzle is made to coincide with an axis of said jet nozzle.

10. The watercraft of claim 9, wherein the axis of the steering nozzle and the jet nozzle are each a central axis.

11. The watercraft of claim 9, wherein the insertion nozzle defines an insertion groove through which the positioning pin extends.

12. The watercraft of claim 9, wherein said upper and lower support shafts are upper and lower bolts, and said upper and lower bolts are mounted such that heads thereof are directed toward said jet nozzle, and a length of each of said upper and lower bolts is set so that said upper and lower bolts remain fastened to said steering nozzle when said heads of said upper and lower bolts come into contact with said jet nozzle.

13. The watercraft of claim 12, wherein the length of the upper bolt is greater than a gap between the trim ring and an adjacent surface of the jet nozzle.

14. The watercraft of claim 9, further comprising an operating cable for swinging said steering nozzle vertically, and a connection portion of said operating

cable is detachably retained on said upper support shaft on said trim ring.

15. The watercraft of claim 14, further comprising a joint means for adjusting a length of said operating cable.

16. A personal watercraft comprising an engine and a jet propeller driven by said engine which are disposed in a hull, a jet nozzle for ejecting jet water which is disposed on a rear side of said jet propeller, an annular trim ring mounted onto a rear portion of said jet nozzle with left and right support shafts so as to be vertically swingable, and a steering ring mounted onto said trim ring with upper and lower support shafts so as to be swingable in left-right directions, whereby said steering nozzle is mounted onto said jet nozzle so as to be swingable vertically and in the left-right directions, wherein an operating cable is provided for swinging said steering nozzle vertically, and a connection portion of said operating cable is detachably retained on said upper support shaft on said trim ring.

17. The watercraft of claim 16, further comprising a nut

that is threaded onto said upper support to retain the connection portion of said operating cable on said upper support.

18. The watercraft of claim 16, further comprising a joint means for adjusting a length of said operating cable.

19. The watercraft of claim 16, wherein said upper and lower support shafts are upper and lower bolts, and said upper and lower bolts are mounted such that heads thereof are directed toward said jet nozzle, and a length of each of said upper and lower bolts is set so that said upper and lower bolts remain fastened to said steering nozzle when said heads of said upper and lower bolts come into contact with said jet nozzle.

20. The watercraft of claim 16, further comprising an operating cable for swinging said steering nozzle vertically, and a connection portion of said operating cable is detachably retained on said upper support shaft on said trim ring.